

CITY OF SEATTLE
DEPARTMENT OF ENGINEERING

NEGATIVE DECLARATION OF SIGNIFICANT
IMPACT ON THE ENVIRONMENT
PURSUANT TO

THE NATIONAL ENVIRONMENTAL POLICY ACT OF 1969
SECTION 102 (2) (C)
PUBLIC LAW 91-190

and

THE STATE ENVIRONMENTAL POLICY ACT OF 1971
RCW 43.21C

TITLE OF PROJECT

N.E. 45th STREET VIADUCT -- EAST APPROACH

Location and Description of Project:

The project is located at the east end of the existing Northeast 45th Street Viaduct in the vicinity of Northeast 45th Street and 25th Avenue Northeast. The project is located on a major arterial and is an important link between I-5, the University District, and the University of Washington Campus to the west and the University of Washington Stadium, Laurelhurst, Windermere, Sand Point, etc., residential communities, and Sand Point Naval Air Station to the east. A structure is necessary at this location to provide a straight alignment with a tolerable grade over a very steep bluff between 21st Avenue Northeast and 25th Avenue Northeast.

The project consists of replacing the existing 273 feet of timber approach with a new concrete structure. The existing roadway width of 36 feet between curbs will be maintained. Drainage, lighting, traffic control, and any necessary utility adjustments will be included in the project. Landscape development and new bus shelters will also be included in the proposed project.

Purpose of Project:

The purpose of the project is to replace the timber approach, which was built in 1939 (widened in 1955) and extensively damaged by fire in September 1966, with a new structure. The new structure will replace a now decaying and weakened substructure and increase the present load carrying capacity to its original design value. The new structure will significantly reduce the high maintenance costs anticipated to maintain the existing facility.

Discussion of Environmental Impacts:

The proposed project will be developed within the existing right of way. Removal of the existing structure and construction of the new structure will be done in such a manner as to minimize air and noise pollution. The area adjacent to the existing right of way will remain undisturbed. During construction, however, some inconvenience to traffic movement will be unavoidable.

The area will benefit by the replacement of a fire blackened timber structure with a modern looking structure. Landscaping of the now undeveloped area around the structure and within the right of way is planned which will further enhance the area and new bus shelters will be added to protect the waiting people from adverse weather conditions.


In order to obtain the most appealing structure, an architect's services will be utilized during the preliminary engineering and design phase of the project. The present function of the facility will not be altered and the new facility will provide a safer structure for vehicular traffic. Also, the proposed structure will minimize maintenance costs, thereby reducing the commitment of men, equipment and materials.

The project does not have a significant environmental effect on: displacement of people; areas of unique interest or scenic beauty; recreational lands; pattern of behavior of wildlife species and wildlife breeding, nesting or feeding grounds; air or water pollution; water table in area; social or economic opportunities for area residents; or enhancement of work, school, recreational and religious opportunities.


Basis for Negative Declaration:

This project is to be developed within the existing right of way and the scope of the project is such that there will be no significant adverse effect upon the quality of human environment.

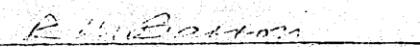
Date June 13, 1972


Robert J. Gulino, P.E.
City Engineer, City of Seattle

Date 8-16-72


Assistant Director for Planning,
Research and State Aid - W.S.H.D.

Date 8-21-72


Concurred in by the Division
Engineer - F.H.W.A.
for

CWW:bd